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**AMENDMENTS TO THE CLAIMS**

The listing below of the claims will replace all prior versions and listings of claims in the present application:

**Listing of Claims:**

Claim 1 (original): A method for adjusting a contact force between two frictionally-engaged torque-transmitting components of a motor vehicle drive system, said method comprising the steps of: determining a preliminary adjusting value from a value of at least one motor vehicle drive system operating parameter of the drive system a preliminary adjusting value for a contact force between an endless torque-transmitting means and a pair of conical disks of a continuously variable transmission having a steplessly adjustable transmission ratio; determining a regulator output value by comparing an actual value of an a transmission operating parameter with a target value of the operating parameter; and determining the contact force from a control variable that is a function of the preliminary adjusting value and the regulator output value the contact force to be applied to the torque-transmitting components.

Claim 2 (original): A method in accordance with Claim 1, wherein the step of determining the regulator output value is only operative during quasi-static operating conditions of the drive system.

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Claim 3 (original): A method in accordance with Claim 1, wherein the preliminary adjusting value and the regulator output value are in direct relationship with the contact force.

Claim 4 (original): A method in accordance with Claim 1, including the step of providing an adjusting value by adding together the preliminary adjusting value and the regulator output value.

Claim 5 (canceled)

Claim 6 (currently amended): A method in accordance with Claim 1, ~~wherein one of the torque-transmitting components is an endless torque-transmitting means and another component is a pair of conical disks of a continuously variable transmission, and~~ wherein the preliminary adjusting value is a function of ~~the~~ a rotational speed of the pair of conical disks and the transmission ratio of the continuously variable transmission.

Claim 7 (currently amended): A method for adjusting a contact force between two frictionally-engaged torque-transmitting components of a motor vehicle drive system, said method comprising the steps of: determining a preliminary adjusting value from a value of at least one operating parameter of the drive system, wherein the preliminary adjusting value is a function of a torque ~~to be transferred~~ transmitted by an endless torque-transmitting means and a pair

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of conical disks of a continuously variable transmission having a steplessly adjustable transmission ratio; determining a regulator output value by comparing an actual value of ~~an~~ a transmission operating parameter with a target value of the operating parameter; and determining ~~the contact force~~ from a control variable that is a function of the preliminary adjusting value and the regulator output value the contact force to be applied to the torque-transmitting components, wherein the preliminary adjusting value increases in magnitude with one of increasing torque, shorter transmission ratio, and smaller running radius of the endless torque-transmitting means in ~~the first~~ a pair of conical disks.

Claim 8 (currently amended): A method in accordance with Claim 1, ~~wherein the determination of the control variable includes a method by means of which the~~ including the step of determining the adjusting value by correlating an actual value of the operating parameter ~~is determined by correlation with the~~ a change in a ~~value-affecting~~ quantity that affects the value of the operating parameter.

Claim 9 (currently amended): A method in accordance with Claim 1, ~~wherein~~ including the step of determining the preliminary adjusting value by utilizing a relationship between a ~~modification~~ change of an input value and a ~~dependent modification of~~ change in the operating parameter that is used for the regulator output value ~~is used to determine the preliminary adjusting value and~~ that is a function of the input value.

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Claim 10 (currently amended): A method in accordance with Claim 1, wherein one of the torque-transmitting components is an endless torque-transmitting means and another component is a conical disk pair of a continuously variable transmission, and a regulation difference is a function of slippage between the torque-transmitting components.

Claim 11 (currently amended): A method in accordance with Claim 10, ~~wherein~~ including the step of supplying to the adjusting value an additional value ~~is supplied to the adjusting value~~ when the slippage exceeds a threshold value.

Claim 12 (currently amended): A method in accordance with Claim 1, including the step of applying to the control variable at least one additional control variable component, calculated from a model of the drive train, ~~is switched in to the control variable~~.

Claim 13 (currently amended): Apparatus for the regulation of a contact force between two frictionally engaged torque-transmitting components of a motor vehicle drive system, said apparatus comprising: a continuously variable transmission including an endless torque-transmitting means that is in frictional contact with a pair of conical disks for transmitting torque; sensors for the determination of operating parameters of components of the drive train transmission, at least one actuator for adjustment of ~~the~~ a contact force between

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the endless torque-transmitting means and the conical disks, and an electronic control unit that includes a microprocessor and a program and data storage unit for controlling and adjusting the contact force.